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Perhaps this one highly typical example of Mr. Dewsnap's work may be sufficient to enable the reader to make a fair estimate of the scientific value of his critical conclusions.

CARL VROOMAN.

Report of the Barge Canal Terminal Commission of the State of New York. Two volumes. (Albany: J. B. Lyon Company, State Printers. 1911. Pp. 521; 637.)

A commission was appointed in 1909 to devise a plan for the construction of terminals for the new Erie Canal, for which the State of New York is expending \$108,000,000. As the commission reports, a waterway is as useless as a railway, without terminal facilities; a transportation system consists of both roadbed and terminals. By terminals is meant the provision of facilities for longer or shorter storage, under shelter, and for transshipment from the waterway to the rail and ocean carriers.

The commission recognizes the importance of coöperation between rail and water carriers. It explains that the canal will never interchange freight with the railways and the lake boats in Buffalo unless physical contact is secured between the canal boat and the railway car, the canal boat and the lake steamer, the canal boat and the warehouse. This contact is now almost completely lacking. There are few grain elevators in Buffalo which deliver grain to canal boats except at the bidding of the railroads. But this physical contact between car and canal boat in Buffalo will not suffice. The railroads must be compelled by legislative enactment to prorate and throughrate with the canal lines, just as they do with their most favored railway friends.

This part of the program is the crux of the whole matter. It is easily possible to construct a canal terminal in Buffalo and compel the railroads either to run their lines into it or build a belt line connecting with them. It will be most difficult to compel a railroad rate policy which will condemn the railroads to hauls ending at Buffalo. In the decision that the long and short haul clause of the Interstate Commerce Act does not apply when water competition is present, the prerogative of the railway to compete against the waterway was established.

The report recommends a bill, since passed by the legislature, appropriating \$16,500,000 for the construction of terminals in Buffalo, various points on the new Erie Canal and in New York city. In New York there is to be provided at the north end of

Manhattan, North River, a port of call where barge tows will be broken up or formed. Several slips and wharves on all sides of Manhattan are to be used as canal terminals and there is to be a large terminal in Gowanus Bay, on Long Island, apparently for the transfer of bulk freight from barge to tramp steamer. The barge canal will perhaps be done in 1914-1915, and will take barges of 2,500 tons capacity (at present 250 tons). Its fate will be watched with the keenest interest. Volume I contains a map of the course of the Erie Canal and plans for the various terminal improvements.

The commission visited numerous European sea and river ports and includes reports on them in its first volume. Excepting for their excellent maps, these reports leave much to be desired in the accuracy of what they say, in what they take the trouble to include and in what they leave out. For instance, "The commission found it impossible to visit Mannheim" and so presents an inferior report from the consul there. Mannheim is the head of navigation on the Rhine and has a river borne traffic of ten million tons yearly. Slighting it is like slighting Duluth in a study of the Great Lakes. Moreover, in Mannheim is best seen that coöperation between rail and water carriers which the commission is so eager to attain.

Volume II consists of proceedings before the commission, held in Buffalo, New York, etc. As is often the case, the proceedings are the most interesting part of the report. They contain a vast amount of miscellaneous information given by canal and ocean transportation interests.

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EDWIN J. CLAPP.

Public Ownership of Telephones on the Continent of Europe. By A. N. HOLCOMBE. (Boston: Houghton Mifflin Company. 1911. Pp. xx, 482.)

This is a careful, thorough study of telephone conditions in Continental Europe, covering the ground even more completely than is indicated by the title. Portugal, Russia, and the small states of southeastern Europe are alone not embraced in the inquiry. Nearly one half of the book, however, is devoted to Germany, with considerable attention to France, a fair amount to Switzerland, and only a few pages to each of the other countries included. This apparently disproportionate space assigned to Germany is a merit rather than a fault, since it affords the author